

Montana and the Sky



Vol. 40, No. 11

MONTANA AERONAUTICS DIVISION

November 1989

1990 CONFERENCE TO BE HELD IN HELENA

Planning has begun for the 1990 Montana Aviation Conference which will be held at the Colonial Inn in Helena. The dates for the 1990 Conference are March 1 - 3.

Co-hosts this year with the Montana Aeronautics Division are the Montana Airport Management Association, the Montana Pilots Association, and the Montana Aviation Trades Association.

Letters have been sent to over 350 aviation businesses from throughout the United States inviting them to participate with exhibit booths. At this writing, reservations have been received from a dozen of those contacted, many of whom have also paid the exhibitor fee. It is anticipated that the booth area will be sold out.

Invitations have also been sent to potential speakers - both for the luncheons and banquet and for concurrent sessions. Names of speakers will be released as soon as firm commitments have been made.

As last year, the registration fee for participants will be \$25 for an individual and \$35 for a family. Rooms at the Colonial will be \$44 for a single and \$50 for a double. Call the Colonial at 443-2100 for reservations. Be sure to mention that you will be attending the Montana Aviation Conference.

The annual Aeronautics Division's Aircraft Mechanics Refresher Seminar will be held in conjunction with the Conference. Mechanics will be receiving further information on the Mechanics Seminar in a month or so. The Ag Operators Seminar will also be held during the Conference.

Time will be allotted during the Conference for business and/or board meetings for all the Montana aviation organizations.

A Conference flyer will be mailed to all

Montana pilots on record with the Aeronautics Division in early December. This will include a form for preregistration as well as further information on motel accommodations, meals, and probable speakers.

In the meantime, please call the Aeronautics Division at 444-2506 or Ron Mercer, Helena Airport manager, at 442-2821 if you have any great ideas for speakers or seminar topics or to pass on any other suggestions you might have.

And be sure to mark March 1 - 3, 1990, on your calendar!

AERONAUTICS BOARD MEETS IN GREAT FALLS

The Montana Aeronautics Board held a regularly scheduled meeting September 29. The meeting was held in Great Falls in conjunction with the fall fly-in of the Montana Pilots Association. The Board was welcomed by Dave Gates, president of the MPA, who is also a member of the Great Falls Airport Authority.

Agenda items included reports to the Board by chiefs of the Safety and Education Bureau and the Airport/Airways Bureau on activity within their areas of responsibility since the last Board meeting in June.

Division Administrator Mike Ferguson updated the Board on various national aviation issues, including the diversion of the Aviation Users Trust Fund money to the general fund, the McConnell Amendment to authorize shooting down of aircraft as part of the national

war on drugs, and Essential Air Service. The Board was also given an update on the Division's financial picture.

A Legislative Committee had been formed at the previous meeting. Russ Pankey, Board member who chairs that committee, reported that he will gather ideas and information on the future of aviation and the Aeronautics Division from the various aviation organizations as well as other key aviation people in the state. This information will be incorporated into a legislative proposal which the Board will discuss at its next meeting. The proposal will then be distributed to the aviation community at the 1990 Aviation Conference in Helena. It is hoped that this will result in a legislative program which the entire aviation community can support and which will draw legislative sponsors from all areas of the state. The Board formally approved Pankey's approach and is looking forward to its discussion at the next meeting.

A Travel and Tourism Committee, chaired by Howard Gipe, is looking into ways to promote aviation tourism through attracting and organizing fly-ins and other aviation events.

The Board also received an update on the plans being made for the 1990 Aviation Conference being held March 1 - 3 in Helena.

It was noted that at the June meeting the Board had received results of a survey done on the value of the airway beacons. The program had received overwhelming support from the pilot community and, as a result, the Board formally expressed support for continuance of the program.

The next Board meeting will be held January 10 - 11, 1990, at the Aeronautics Board Room in the Division office in Helena.

Following the meeting, the Great Falls Airport Authority hosted an informal get-together for the Board. They were also guests of the MPA at a barbecue that evening.

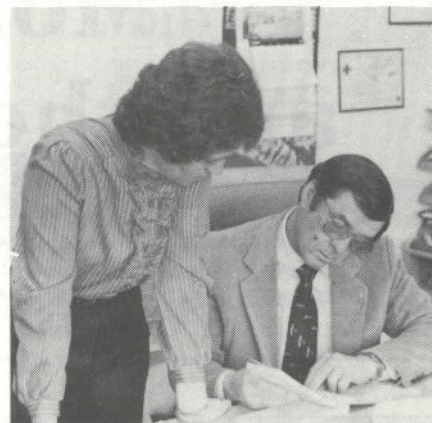
Administrator's Column

VA Flight Training Assistance. Senator Thomas Daschle (SD) has introduced an amendment to the veteran's health bill (S. 13) which will, if approved, establish a four-year program which will provide a 60 percent tuition stipend for veteran flight training. The bill stipulates that to be eligible a veteran must already hold a private pilot's license and meet medical requirements for a commercial pilot's certificate. Additionally, a veteran must be able to prove that the flight training is necessary to obtain a vocation in the aviation industry and that all training be given at an FAA approved flight school. The bill is now in the Senate/House conference committee because the House version of the bill does not contain anything about VA flight training benefits. In view of the predicted shortage of pilots in the near future, it would be a step in the right direction if this bill is passed. If you have a strong opinion on this issue, I encourage you to contact our Congressional delegation, especially Congressman Pat Williams and Congressman Ron Marlenee.

Shortage of Airport Planners and Engineers. The National Association of State Aviation Officials has conducted a national survey and, in addition to pilot and A&P shortages, they have identified a serious shortage in the airport planning and engineering field. The shortages are considered critical in view of the fact that we are facing our greatest demands on airport capacity in the history of aviation. The study reveals that there exists a need for over 650 qualified airport planners and engineers within the next couple of years.

FAA's Age 60 Rule Study Flawed. The study which the FAA is using as justification for their banning airline pilots from flying after reaching age 60 is challenged. Even the author of the study has stated that his study was never intended to provide support for mandatory retirement of airline pilots, that it had nothing to do with the age 60 rule. A growing number of authorities are challenging the FAA's age 60 rule as being without justification. The Pilots Rights Association has challenged the rule in federal court and asks for waivers from the rule for pilots who pass rigorous physical examinations. The PRA feels that the issue should be proficiency and physical condition, not age. The FAA continues to cling to its 30-year-old position that older pilots are more vulnerable to heart attacks and deterioration in skilled performance and, therefore, should not be flying airliners after age 60. The National Institute on Aging (NIA) is also challenging the validity of using the report, feeling that it is inappropriate and being taken out of context and, therefore, does not provide adequate data to be used for justification for their age 60 rule. Further, the NIA strongly resents the FAA's repeated referral to the age 60 rule as "DETRIMENTS OF AGE," which the NIA feels is without any documentation.

Aviation Trust Fund Raid Defeated. The U.S. House of Representatives recently defeated a proposal to "raid" the Aviation Users Trust Fund of \$1 billion and transfer it into the U.S. general fund. The Administration's attempt was soundly defeated by a vote of 305 - 116. This is the good news; however, this budget reconciliation bill did pass with a provision to repeal the "trigger tax" which means that the aviation users will be required to continue paying taxes into the Trust Fund even though the FAA's budget failed to provide sufficient funding for direly needed improvements for airports and airway systems. The trigger tax would have cut the FY 90 user taxes by 50% because the expended amount fell short and, thus, one reason for the huge surplus existing in the Trust Fund. The measure is currently pending before the Senate.



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Stan Stephens, Governor
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Phone 444-2506
2360 Airport Road
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Michael D. Ferguson
Administrator

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REMINDER.....

The Aeronautics Division is looking for pictures for use in the 1990 Montana Aeronautical Chart.

Please send your 35mm slides depicting Montana aviation - recreational, work related, fly-ins, aerial shots - to the Division at Box 5178, Helena, Montana 59604. Please mark each slide with your name and address.

Contact Jerry Burrows or Redge Meierhenry at 444-2506 for more information. Entries must be sent no later than December 1.

ARMY LOOKS FOR HELICOPTER PILOTS

The U.S. Army is recruiting for men and women to qualify for training in the Warrant Officer Candidate Flight Training program. Young people who qualify can go from high school to flight school.

Warrant Officer Candidate Flight Training is open to both men and women, although assignment to combat aircraft is restricted to men only.

Upon successful completion of basic training and Warrant Officer Candidate School and Flight Training program, the individual emerges as a certified, fully qualified helicopter pilot and sworn in as a warrant officer in the U.S. Army.

Flight training begins in the Army flight school by learning all the basic techniques of taking off, in-flight operations, and landing. This is learned on the ground thoroughly and carefully. Then, when the individual is ready, a flight instructor teaches the same basics all over again - in the air.

Before training is complete, 175 hours of actual flying time and 42 hours in flight simulators will be logged. This type of flight training costs the U.S. Government more than \$120,000.

Travel is a side benefit of being a warrant officer helicopter pilot as assignments include anywhere in the U.S. or around the globe. Potential for use of the training is civilian life is limitless.

Information on the program can be obtained from any Army recruiter.

AIM CHANGES

Listed below is a brief review of some of the revisions to the Airman's Information Manual so far this year. Further reading is suggested if you aren't familiar with these changes. (Changes are listed by the corresponding AIM paragraph number.)

Para 101 (m). Airport Radar Service Area (ARSA) Operation. A new subparagraph was added to clarify when two-radio communications are established for entering an ARSA. This new section states that if a controller responds to your initial call without using your aircraft number, radio communications have not been established and you must stay clear of the ARSA.

Para 159 (b). Designed Unicom/Multicom Frequencies. The list of unicom and multicom frequencies has been updated.

Para 206 (a). Communications for VFR Flights. During your initial radio call to an FSS, you should state the frequency being used and your location to assist FSS personnel in responding.

Para 230 (c). Intersection Takeoffs. State your position on the airport when calling the tower for takeoff from a runway intersection.

Para 290 (d). Preflight Preparation. During a preflight briefing from an FSS, you should ask the briefer for notams if they have not been included in the briefing.

Para 295 (j). Flight Plan - VFR Flights. When filing a VFR flight plan, it is recommended that you list a destination telephone number to assist search and rescue efforts in the event you fail to close the flight plan.

Para 430 (c) (d). National Security. This paragraph lists the procedures for flight operations associated with an air defense identification zone (ADIZ). All aircraft must file an IFR or DVFR flight plan when entering or exiting the U.S. across an ADIZ. If the aircraft is transponder equipped, the transponder must be operating (including Mode C if available) on the appropriate code or a code assigned by ATC.



CALENDAR

Jan. 10 - 11 - Montana Aeronautics Board Meeting, Helena.

Feb. 16 - 18 - Flight Instructor Refresher Clinic, Helena.

Feb. 28 - March 3 - Montana Aviation Conference, Helena.

March 1 - 3 - Aircraft Mechanics Refresher Seminar, Helena.

May 4 - 13 - Air/Space America Trade Exposition and Air Show, Brown Field Airport, San Diego, California.



CHANGES IN PART 91 FARs

By: Fred Hasskamp, Chief Safety and Education Bureau

Effective August 18, 1990, Part 91 will undergo a number of changes. Changes will consist mainly of reorganizing and renumbering the general operating and flight rules.

The purpose of the FAA's revision of Part 91 is to simplify the regulations and make them more easily understood. There are some other changes as follows:

—91.109(b)(1) is amended to better define a "safety pilot" (...at least a private pilot certificate with category and class ratings appropriate to the aircraft being flown).

—91.117 has been changed to allow reciprocating powered aircraft to be operated at 200 kts. (presently 156 kts.) in an airport traffic area.

—91.135 allows operators desiring authorizations to deviate from positive control area and route segment requirements to utilize a 48-hour oral notification system.

—91.409 allows operators of turbine-powered rotorcraft to use alternate inspection programs.

—91.205, 509 and 511 are modified to change the definition of "shore" to exclude tidal flats.

Remember, these changes do not go into effect until August 18, 1990.

FLYING FARMERS CONVENE IN HELENA - OCTOBER 6 - 8



Newly elected MFF officers are installed by George Conerd, IFF Treasurer from New Jersey (far right). Officers are (from left): Tom Hanson, Opheim, Director; Mary Bogar, Opheim, Newsletter Editor; Marilyn Lewis, Lewistown, Secretary-Treasurer; Dick Strouf, Moccasin, Vice President; and Ruth Sonderson, Polebridge, President.



Melissa Bogar, Opheim, is Montana's new Farmerette. Standing is IFF Farmerette Diane Bastiaansen, Alberta.



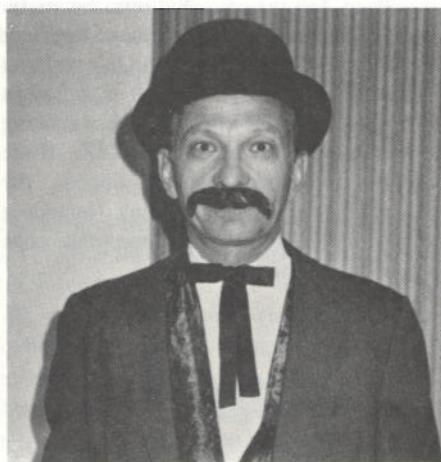
1989 Queen Dorothy Schmitt and husband Al, Frazer, (at left) share the head table with IFF Treasurer George Conerd and IFF Queen Faye Woods and husband Jack from Manitoba.



Past and present queens honor newly selected Farmerette Bogar and the 1990 Montana Flying Farmer Queen Peggy Boesch, Bigfork.



In honor of the Centennial, Sam Langhus wears his bib overalls.



And Al Schmitt sports a mustache and bowler.



Jim Lewis, in his cavalry uniform, and Marilyn Lewis visit with Saskatchewan Queen June Ferguson (center).

FAA ENFORCEMENT "FRENZY"

By: Stephen P. Prentice, Esq.
San Diego, CA

(Steve Prentice is an attorney whose practice includes FAA enforcement defense. He holds an FAA Airframe and Powerplant license and is also an ATP rated pilot. He received his B.S. from Parks College, St. Louis University, and was employed with McDonnell Aircraft and the Allison Division of GMC. He served during the Korean War with the USAF in aircraft maintenance and has been in aviation some 40 years.)

It should come as no surprise to those of us in the general aviation field that the Federal Aviation Administration has in the last two years increased its enforcement compliance activity across the board.

Witness the increase in the number of inspectors hired by the agency and the additional FAA attorneys hired to process the increased paperwork load that is necessarily created. The result is closer attention to regulatory compliance at all levels, but especially, in the FAR Part 135 activity area. This is not to say that the individual technician is not singled out for compliance checks. Quite the contrary. Whenever somebody makes a complaint (irate private plane renter or owner), the agency will follow up with an inspector breathing down your neck if the matter involved a maintenance item, looking for some basis to "write you up..."

Many observers have noted that in their zealous pursuit of the "safety mandate," the FAA has lost sight of its mandate to "foster the development of aviation." I agree. Indeed, had the present enforcement frenzy existed early on, we would have no aviation industry as we know it today. It would have been suppressed.

Technicians, be aware that unless your personal experience proves otherwise, FAA inspection personnel, as a general rule, will not be looking at your operation to foster its development. Of course there are exceptions. However, chances are they are there to look into some complaint matter that has somehow focused on you.

A Couple of Points to Remember. Do I as a licensed technician have to talk to FAA inspection personnel?

I am frequently asked this question by the technician and, of course, the answer is clearly no. This is still a free country and with a minor exception, you are best to keep quiet.

Obviously, if an inspector asks to see your license while on the job, you are obliged to show it. But that is all. You need not answer any questions or discuss anything, and it is usually prudent to avoid this kind of conversation with any FAA inspection personnel.

I always suggest that one be courteous at all times, but if the inspector arrives in the shop unannounced and without an appointment, politely advise him that you are very busy at the moment and that, if he will write you a letter, you will get back to him as soon as you can to address any concerns. You can suggest an appointment in the future if you feel that a personal discussion is in your best interest. (It usually is not!) Everyone is entitled to reasonable notice of a visit from the FAA at his place of business.

There are some exceptions to the notice requirement, most prominently in the case of the air taxi operation, which can be inspected at any time in accord with FAR 135.73.

Needless to say, be wary of discussing anything on the telephone. If anyone calls requesting any kind of information on the telephone, tell the person to write you a letter and then hang up.

It is always much easier to respond to an inquiry from the FAA after you have been able to kick it around for a few days and perhaps after discussing it further with an adviser. There are times when a written response is useful; however, I suggest it very rarely because it usually comes back to haunt you.

Keep this in mind...the FAA generally has great difficulty in putting together a case against you for FAR violations, unless they have your cooperation. In other words, you usually wind up convicting yourself with your own statements, written or in conversations with FAA personnel. FAA lawyers have repeatedly suggested that without the admissions of the airman they could not go forward and make their case in over one-half of the matters with which they are concerned. So, a word to the wise!

Point No. 2: The NASA form.

If you suspect that an inspector is focusing his attention on you in regard to some alleged infraction of the FAR, you should do what many pilots and other aviation personnel

do; namely, file a NASA form. This form is properly captioned Aviation Safety Reporting Form No. NASA ARC 277. These forms should be available at your local GADO or FSDO, right at the front counter.

This report, commonly called the NASA form, is filled in by the airman. It is designed to advise NASA of safety related matters pertaining to aircraft operations.

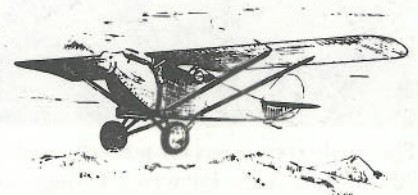
Filing such a form insulates the airman from the imposition of any sanction that might result from the facts of the matter. A violation can be filed and, if a sanction is imposed, you simply show your proof of filing the NASA form; the sanction, in most cases, is then waived. There are some exceptions obviously for criminal actions and the like.

There are other restrictions such as filing the form within 10 days of the "incident." I always suggest filing the form in any case; you can argue about the date of the incident later.

Incidentally, I don't believe you have to show the actual report to the FAA, only the receipt thereof, properly identified as relating to the matter at hand. Simply reference the matter on the receipt when you send in the detailed report. Any further details on the use of the form can be obtained from FAA Advisory Circular 00-46c.

Always consider the safety reporting form in any case, even where there is no apparent threat of an action against you by the FAA. Like the saying goes, safety is everybody's business...NASA will love you for it.

(The above article is reprinted with permission from the November/December 1989 issue of Aircraft Technician.)



99S AIRMARK TWIN BRIDGES



Hard at work, these 99s, spouses, and friends, airmark the runway at Twin Bridges Airport on October 14.



Christine Wanner (left) and Dorothy Albright, both from Roundup, give some advice to Byron Bayers, Twin Bridges. Bayers serves as a Madison County Commissioner and is a member of the Airport Authority.



Bill Roper and Betty Nunn, Silver Star.



The whole crew poses for posterity after the job is done. They are (from left): Bill Roper, Silver Star; Tina Pomeroy, Livingston; Bob Marshall, Belgrade; Christine Wanner, Roundup; Jim Houdashelt, Belgrade; Archie Nunn, Silver Star; Betty Nunn, Silver Star; Dorothy Albright, Roundup; Byron Bayers, Twin Bridges; and Pauline Bayers, Twin Bridges. The only crew member missing is photographer Linda Marshall, Belgrade, who is 99s Chairman.

THE PROPWATCHER'S GUIDE

Every year people are killed or seriously hurt walking into propellers.

As a pilot, you're a key person in preventing these accidents.

Brief your passengers on the dangers of unguarded propellers by stressing and repeating the points below, remembering that noise and excitement will easily distract an inexperienced passenger.

The person being briefed must clearly understand that a propeller's danger lies in its invisibility. When an obviously inexperienced person approaches, apparently to talk, shut down the engine immediately.

Calling for unplanned assistance, such as when a wheel is stuck in the mud, is deadly. First, shut down and brief.

Never use untrained persons to handswing a prop.

Briefing Points

Boarding:

- approach path to aircraft
- location of entry door(s)
- whether engine will be running
- never walk under a wing
- approach aircraft from side

Leaving:

- walk away directly behind the main wing toward wingtip
- don't change direction until well clear
- never walk under a wing

Loading:

- hand signals to be used
- loaders obey rules above

YOUR SHOULDER HARNESS

IF YOU'VE GOT IT – USE IT!

THE ELT AND YOU

(Courtesy of Transport Canada)

An ELT is a compact battery-powered transmitter that transmits on the distress frequency of 121.5 MHz. Some ELTs transmit on both 121.5 MHz and 243.0 MHz. The signal is distinctive and siren like, rising and falling with a rapid, steady beat.

How It Works

* Properly mounted in your aircraft, it is designed to automatically start transmitting after crash impact.

* It can be switched on manually in an emergency or for testing. The life of a fully charged battery is at least 48 hours at -20 degrees C.

* Signals are detected 24 hours a day by the COSPAS-SARSAT satellite-aided Search and Rescue system and can be received up to 100 miles by high-flying aircraft.

What the ELT Signal Does for You

* Announces your distress.
* Alerts the Search and Rescue system.
* Enables the COSPAS-SARSAT satellites to determine your position.

* Provides a homing signal to enable search aircraft to pinpoint your location.

* Provides much faster rescue than visual search (greatly reduces rescue time compared to visual searches).

On Every Flight

* Brief passengers on ELT location and operation and make sure this information is placarded in your aircraft.

* Monitor 121.5 MHz when possible, particularly when flying in remote areas.

* After landing, check 121.5 MHz to ensure your ELT has not been inadvertently activated.

If You Hear an ELT

* Relay your discovery to an ATC facility or Flight Service Station.

* If unable to contact anyone, don't search for the aircraft but land as soon as possible and telephone your message.

Forced Landing

* While airborne, transmit Mayday on a frequency commonly used in the area, position, transpond 7700.

* After forced landing while on a flight plan, activate signal immediately and leave it on (switch on manually to be certain).

* SARSAT and high aircraft could detect

signal; immediate activation is recommended if ELT and battery are in good condition.

* If you can, remove the ELT and attach spare antenna (read instructions on ELT).

* To improve signal range, set the ELT on a high point in an open area - preferably on an aircraft panel for signal amplification.

* Stay with the aircraft and set up a survival camp.

* Once you have switched your ELT on, do not switch it off until you have been positively located. Satellites and rescue aircraft need a continuous transmission to locate your position.

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DID YOU KNOW???

On occasion pilots may make a low pass at an airport, most likely at a fly-in or airshow. Did you know that pilots flying to uncontrolled airports in sparsely populated areas must make sure they maintain 500 feet from any person, vehicle, or structure in the area during the low approach or go-around maneuver?

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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